

CHAPTER 21

PUBLIC HEARINGS

PUBLIC HEARINGS 21-1

Policies and procedures governing public hearings are covered in Chapter 4 of the Policy and Procedure Manual. The actual preparation of the public hearing map is in accordance with instructions that are outlined in Section 21-2.

PREPARATION OF PUBLIC HEARING MAPS 21-2(1) COLOR ACCORDING TO LEGEND (See 21-2, F-1)

- (A) Color buildings and cemeteries inside and outside the proposed R/W even when they are in the proposed roadway pavement.
- (B) The proposed roadway takes precedence over everything except buildings, cemeteries and proposed bridges.
- (C) Show all existing roads that are within the R/W that will be removed.
- (D) Do not color existing drives or parking lots.
- (E) Do not show R/W monuments on a hearing map.
- (F) Proposed R/W takes precedence over Railroad R/W.
- (G) Items that are not being used can be removed from the legend and special items that need to be denoted such as proposed traffic signals, etc. can be added.

(2) LABEL (large enough to be seen easily)

- (A) Show Begin TIP Project in bold, black, capital letters and arrow

Example: **BEGIN TIP PROJECT R-9999**
-L- STA. 10+00.00

- (B) State Lines
- (C) County Lines
- (D) City Limits and Town Limits
- (E) Creeks, Rivers and Lakes
- (F) Railroads
- (G) Landmarks such as Parks, Appalachian Trail, Indian Reservations, Military Bases, Subdivision Names, etc. (Label in bold, black letters).
- (H) Historic Properties (outline property lines in bold, black, mini-skip lines and label "Historic Property" in bold, black letters).

PREPARATION OF PUBLIC HEARING MAPS (continued)

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- (I) Property owners and property lines (If properties are small parcels, consider assigning a parcel number to each and set up a table on the hearing map listing the owners. Care should be taken to avoid covering property owner's names and house, etc.)
- (J) Show -L- and -Y- line designations and the road/street route number with common name in bold, black letters.
Examples: **-L- PROPOSED US 17 BYPASS; -Y5- NC 49 (YORK ROAD)**
- (K) Cemeteries (Show name of it if available.)
- (L) Show Wetland Boundaries (labeled as WLB) and Stream Buffers, if applicable (labeled as BZ).
- (M) Widths of proposed roadway, proposed median width, existing and/or proposed right of way width at each end of the map.
- (N) Label the Slope Stake Line with (C) and (F) as appropriate.
- (O) Show Existing Traffic Signals and Proposed Traffic Signals to be installed within 5 years after project letting.
- (P) Label mainline stations @ 500' or 100 m intervals in bold, black letters.
- (Q) Show destination of roads if there is a city, town or major road nearby.
Examples: **To Greensboro, To I-77, etc.**
- (R) Show End TIP Project in bold, black, capital letters and arrow
Example: **END TIP PROJECT R-9999**
-L- STA. 90+00.00

(3) DESIGN INFORMATION TO BE SHOWN:

- (A) Show North arrow, graphic scale of map with either English or Metric unit designation identified under the graphic scale and map legend at intervals of approximately six (6) feet.
NOTE: For the full size hearing map, please consider a scale of 1" = 100'(1:1000 in metric units) for "curb type" urban widening projects and a scale of 1"= 200'(1:2000 or 1:2500 in metric units) for rural, new location projects.
- (B) Show typical sections of -L- mainline for each significantly different location or area. Show lane usage on typical.
(See 21-2, F-2).
- (C) Show typical sections of major -Y- lines and show lane usage on typical.
- (D) Show a box with the Functional Classification of the proposed mainline; Design Speed and maximum superelevation chart used for the horizontal alignment.

PREPARATION OF PUBLIC HEARING MAPS (continued)

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Example: Functional Class. = Arterial
 Design Speed = 60 mph
 Max. Superelev. = 0.08

- (E) Show a box with current and design year traffic volumes with turning movements shown as the actual count; not listed in hundred's.
- (F) At intersections, show lane usage arrows. Show them either directly on the proposed roadway if scale permits or show as a separate diagram.
- (G) Show on-site detours and associated easements that may be required to construct a major structure or a major grade change. Show the detour on the map and provide a typical section. An off-site detour is sometimes proposed to maintain traffic during construction, then consideration should be given to identifying the proposed route on a vicinity map inset shown on the hearing map.
- (H) Show horizontal curve data for the mainline -L- alignment and alignments for major -Y- lines. Please identify the horizontal curve points (PC, PT, ST, SC, etc.) on the map. Show station marks on all alignments every 100' for English projects and at 20 m increments for metric projects.
- (I) If there are areas on the project where special commitments have been made to avoid impacts to a grove of trees, special landscaping, special walls or a small portion of a pond not to be disturbed, please label the general area or specific location "DO NOT DISTURB".
- (J) " PRELIMINARY - DO NOT USE FOR CONSTRUCTION " labels need to be on the map. Spacing should be the same as North arrow, scale and legend, approximately six (6) feet.
- (K) Show the following project identification on the inside of each hearing map and a smaller version of the identification on the outside of both ends of the Public Hearing Map - to be read while map is rolled up.
 - Corridor, Design or Combined Public Hearing Map, whichever applies to the project.
 - State and Federal Project Numbers with TIP Identification Number
 - County
 - Route Number and Location Description
 - Seal of North Carolina
 - Seal of NCDOT

PREPARATION OF PUBLIC HEARING MAPS (continued)

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- (L) For projects using curb and gutter, show driveway curb cuts. Follow the "Driveway Manual" regarding the number of driveway access points allowed, but also use common sense and engineering judgement in replacing existing driveways. Do not include driveways and designated access points on undeveloped property.
- (M) Median Crossover Openings will be shown on the hearing map according to the Median Crossover Guidelines. **Intermediate crossover locations should not be shown on the hearing map, unless reviewed and approved by the State Highway Design Engineer.** Close coordination between the Highway Design Branch, Roadway Design Unit, Congestion Management Section of Traffic Engineering and the Division should take place in selecting the type of crossover design.
- (N) Show and label noise abatement measures that have been recommended in the planning document and/or Design Noise Report.
- (O) If Control of Access is involved whether it is existing C/A, partial C/A, or full C/A, identify the limits and type of the control of access. On partial C/A projects, add the following note to the hearing map: **"Partial Control of Access is defined as one access point per parcel. For properties with large road frontages (for example, 2000 feet or more), an additional access point may be considered. For properties that have access, such as via a side road, access to *insert mainline name (e.g. US 601)* may be eliminated."**
- (P) If sidewalk is proposed throughout the project, there is no need to show it on the hearing map plan, however, it does need to be shown on the typical section. If sidewalk limits are at random locations such as partially on one side and/or in areas where it is not continuous, then it would be a good practice to show the locations on the hearing map plan. Existing sidewalk should be shown in all cases.

(4) Hearing Preparation

- (A) Prepare an informational sheet for a Hearing Map Review. (See 21-2, F-3).
- (B) Set-up and hold a Hearing Map Review. (See 21-3)
- (C) Make sure the hearing map, which is presented to the public, has a well-defined black border around the edges. This can either be plotted with a wide, black border around the perimeter and reinforced with transparent tape or reinforce the edges with black masking tape. Half-size copies of the hearing map are not required to be taped.

PREPARATION OF PUBLIC HEARING MAPS (continued)

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- (D) Review the planning document to make sure it agrees with the design shown on the hearing map.
- (E) Develop a very general traffic control concept to take to the public hearing if needed. Consult with the Division concerning how they think the project will be constructed. (See Part II, Chapter 12 of this Manual).
- (F) Take the preliminary grades and cross-sections to the public hearing for information in helping to explain impacts to the public if this need arises.
- (G) Develop a general knowledge of other area projects. It may be a good idea to take your TIP books to the hearing to help answer this type of inquiry.
- (H) Consider taking a list of key people such as the DOT Board Member(s), Division Engineer, Division Construction, Maintenance and Traffic Engineers, Division R/W Agent and LPO contact, etc. with telephone numbers and/or e-mail addresses who are involved with the project. Sometimes additional questions regarding other area TIP projects, maintenance and drainage issues, etc. are asked where a contact person is beneficial to those concerned.